IN THE SPECIFICATION

Page 1, delete the paragraph inserted before the first line of the specification by numbered paragraph 6 of the "REQUEST FOR DIVISIONAL APPLICATION UNDER 37 C.F.R. 1.60" filed February 2, 2004 and replace the paragraph with:

--This is a ~~divisional~~ continuation application of U.S. Serial No. 10/347,797, filed January 22, 2003, now Pat. No. 6,769,259 which is a continuation application of U.S. Serial No. 10/107,400 filed March 28, 2002, now Pat. No. 6,530,229 which is a continuation application of U.S. Serial No. 09/643,751 filed August 23, 2000, now Pat. No. 6,393,826.--

Pages 2 and 3, the paragraph bridging these pages from page 2, line 25 to page 3, line 4, the marked up bridging paragraph is as follows:

A system constitution for cooling air discharged from the compressor by the heat exchanger, cooling the high-temperature part of the turbine, and also using it as fuel spray air, is disclosed, for example, in Japanese Patent Application Laid-Open 4-214931 and its equivalent, Nishijima U.S. Patent 5,185,997.

Pages 6 and 7, the paragraph bridging these pages from page 6, line 26 to page 7, line 11, the marked up bridging paragraph is as follows:

The present invention will be explained in detail hereunder on the basis of the embodiments shown in the accompanying drawings. In Fig. 1, a gas turbine system of an embodiment of the present invention is shown. Numeral 1 indicates a compressor, 2 a combustor, 3 turbine, 7 a first boost compressor driven by the turbine shaft, 10 a second boost compressor driven by a motor [(] or an internal-combustion engine [)], that is, which is a drive source other than the turbine shaft (an example of a case of a boost compressor driven by the motor will be explained hereunder), 9a a high-temperature part cooling air system, and 11a a fuel oil spray air system.

Page 8, first full paragraph, lines 10 to 17, the marked up paragraph is as follows:

In this case, particularly, in the part of the first boost compressor 7 driven by the turbine shaft, the second boost compressor 10 which is driven by the motor and operated when the turbine is started, is installed in parallel with the boost compressor 7. By the second boost compressor 10, even

at start of the turbine, fuel oil spray air and high-temperature cooling air at sufficient pressure can be supplied.